Examiner's Marked-up Suggestions

IN THE CLAIMS:

MARKED UP VERSION OF THE AMENDED CLAIMS

(Version with marking to show changes made)

1. (previously presented) Stabilizer for a motor vehicle comprising two stabilizer parts (4,5) aligned parallel to an axle (2), wherein the stabilizer parts (4,5) are each connected ~~in each case~~ at a wheel suspension of one wheel (1) and to a vehicle body through a bearing position (6) and wherein the two stabilizer parts (4,5) are connectable to each other through a switchable and shape matching coupling, characterized in that

-the coupling is furnished with at least one first catch (14) and with at least one second catch (17), wherein the two catches form at least two changeable intermediate spaces in a circumferential direction, and

- the intermediate spaces can be filled by at least two locking elements (25) shiftable to a limited extent for force transmission, wherein

- the locking elements (25) and the catches (14, 17) are standing in continuous positive covering in circumferential direction and are tuned ~~such~~ such to each other that the locking elements (25) and the catches (14, 17) are geared to each other without play in a locked end position and are standing in positive covering relative to each other in a released end position and are rotatable relative to each other over a limited angle region in the released end position.

2. (previously presented) Stabilizer for a motor vehicle comprising two stabilizer parts (4,5) aligned parallel to an axle (2), wherein the stabilizer parts (4,5) are each connected ~~in each case~~ at a wheel suspension of one wheel (1) and to a vehicle body through a bearing position (6) and wherein the two stabilizer parts (4,5) are connectable to each other through a switchable and shape matching coupling, characterized in that

-the coupling is furnished with at least one first catch (14) and with at least one second catch (17), wherein the two catches form at least two changeable intermediate spaces in a circumferential direction, and

- the intermediate spaces can be filled by at least two locking elements (25) shiftable to a limited extent for force transmission, wherein

- the locking elements (25) and the catches (14, 17) are standing in continuous positive covering in circumferential direction and are tuned ~~such~~ such to each other that the locking elements (25) and the catches (14, 17) are geared to each other without play in a locked end position and are standing in positive covering relative to each other in a released end position and are rotatable relative to each other over a limited angle region in the released end position,and wherein

the catches (14, 17) are directed radially inwardly and are disposed in a radial plane and wherein the locking elements (25) are associated with a pressure loaded locking piston (18), wherein the catches (14, 17) and the locking piston (18) are disposed on a common axis.

3. (previously presented) Stabilizer according to claim 2 characterized in that side contact faces of the catches (14, 17) and the locking element (25) are formed as conical faces (26) with a smaller angle and wherein radial stops are formed at the catches (14, 17) for the locking element (25).

4. (original) Stabilizer according to claim 3 characterized in that the radial stops are disposed at ~~the~~ free ends of the catches (14, 17).

5. (original) Stabilizer according to claim 4 characterized in that conical faces (27) with a larger angle are furnished as radial stops, wherein the axial length of the conical faces (27) with a larger angle are smaller relative to the length of the conical faces (26) with a ~~small or~~ smaller angle.

6. (previously presented) Stabilizer according to claim 5 characterized in that the conical faces (26) with the smaller angle have an angle which maintains an axial force component of a radial introduced outer force smaller than a force acting on a floor side of the locking piston (18).

7. (original) Stabilizer according to claim 2 characterized in that the locking piston (18) is charged by a compression spring (21) in the direction of the catches (14, 17) and is impactable by a pressure medium in an opposite direction.

8. (original) Stabilizer according to claim 7 characterized in that the compression spring is supported by a hydraulic force.

9. (previously presented) Stabilizer according to claim 6 characterized in that the catches (14, 17) and the locking piston (18) are disposed in a common cylindrical casing (8), wherein the ~~radial~~ at least one second catch (17) is formed at the casing (8) and wherein the ~~other~~ at least one first catch (14) is formed at a shaft (15) supported in the casing (8) and penetrating to the outside and wherein the locking piston (18) separates the internal space of the cylindrical casing (8) into a compression spring chamber (19) and an oppositely disposed pressure chamber (20).

10. (original) Stabilizer according to claim 9 characterized in that a ~~the~~ floor (9) of the cylindrical casing (8) on the side of the compression spring is formed as a stroke limitation for the locking piston (18).

11. (previously presented) Stabilizer according to claim 1, wherein the at least one first catch (14) and the at least one second catch (17) are disposed fixed and non-relocatable relative to the stabilizer part in a direction parallel to the axle (2).

12. (currently amended) A stabilizer for a motor vehicle comprising

a first stabilizer part (4) ~~disposed~~ aligned parallel to an axle (2), wherein the first stabilizer part (4) is to be connected at a first wheel suspension of a first wheel (1) and to [[the]] a vehicle body through a first bearing position (6);

a second stabilizer part (5) ~~disposed~~ aligned parallel to the axle (2) [[(2]], wherein the second stabilizer part (5) is to be connected at a second wheel suspension of a second wheel (1) and to the vehicle body through a second bearing position (6);

a switchable and shape matching coupling for connecting the first stabilizer part (4) to the second stabilizer part (5);

a first catch (14) furnished at the coupling;

a second catch (17) furnished at the coupling, wherein the first catch (14) and the second catch (17) form a first changeable intermediate space in a circumferential direction and a second changeable intermediate space in a circumferential direction;

a first locking element (25) filling the first changeable intermediate space and shiftable to a limited extent in a direction parallel to the axle (2) for force transmission;

a second locking element (25) filling the second changeable intermediate space and shiftable to a limited extent in a direction parallel to the axle (2) for force transmission, wherein

the first locking element (25), the second locking element (25), the first catch (14) and the second catch (17) are standing in continuous positive overlap in a circumferential direction and are tuned ~~such~~ to each other such that the first locking element (25) and the second locking element (25) are geared to the first catch (14) and to the second catch (17) without play in a locked end position and wherein the first locking element (25) and the second locking element (25) are standing in positive overlap relative to the first catch (14) and to the second catch (17) in a released end position and wherein the first locking element (25) and the second locking element (25) are rotatable relative to the first catch (14) and to the second catch (17) over a limited angle region in the released end position.

13. (previously presented) The stabilizer according to claim 12 further comprising

a stop face element ~~for limiting~~ furnished to the second stabilizer part (5) for limiting shifting of the first locking element (25) to the released end position.

14. (previously presented) The stabilizer according to claim 12 further comprising

a compression spring (21) biasing the first locking element (25) toward the locked end position.

15. (previously presented) The stabilizer according to claim 12 further comprising

a cylindrical casing (8) surrounding the first locking element (25) and the second locking element (25);

a pressure chamber (20) formed between the first locking element (25) and the first catch (14) and the second catch (17);

a pressure spring chamber (19) disposed between the first locking element (25) and the second stabilizer part (5) ;

an outer sealing element (24) for hydraulically sealing the pressure chamber (20) against the pressure spring chamber (19).

16. (previously presented) The stabilizer according to claim 12 further comprising

a cylindrical casing (8) surrounding the first locking element (25) and the second locking element (25);

a pressure chamber (20) formed between the first locking element (25) and the first catch (14) and the second catch (17);

a pressure spring chamber (19) disposed between the first locking element (25) and the second stabilizer part (5) ;

an inner sealing element (24) for hydraulically sealing the pressure chamber (20) against the pressure spring chamber (19).

17. (new) A stabilizer for a motor vehicle comprising

a first stabilizer part (4) ~~disposed~~ aligned parallel to an axle (2), wherein the first stabilizer part (4) is to be connected at a first wheel suspension of a first wheel (1) and to [[the]] a vehicle body through a first bearing position (6);

a second stabilizer part (5) ~~disposed~~ aligned parallel to the axle (2) [[(2)]], wherein the second stabilizer part (5) is to be connected at a second wheel suspension of a second wheel (1) and to the vehicle body through a second bearing position (6);

a switchable and shape matching coupling for connecting the first stabilizer part (4) to the second stabilizer part (5);

a first catch (14) furnished at the coupling;

a second catch (17) furnished at the coupling, wherein the first catch (14) and the second catch (17) form a first changeable intermediate space in a circumferential direction and a second changeable intermediate space in a circumferential direction;

a first locking element (25) filling the first changeable intermediate space and shiftable to a limited extent in a direction parallel to the axle (2) for force transmission;

wherein

the first locking element (25), the first catch (14) and the second catch (17) are standing in continuous positive overlap in a circumferential direction and are tuned ~~such~~ such to each other that the first locking element (25) is geared to the first catch (14) and to the second catch (17) without play in a locked end position and wherein the first locking element (25) is standing in positive overlap relative to the first catch (14) and to the second catch (17) in a released end position and wherein the first locking element (25) is rotatable relative to the first catch (14) and to the second catch (17) over a limited angle region in the released end position.